Alexandria Mobility Plan

August 2021

Alexandria Mobility Plan

CITY OF ALEXANDRIA VIRGINIA

Acknowledgments

The development of the Alexandria Mobility Plan (AMP) would not be possible without the contributions from many individuals and organizations. The City thanks you for your dedication to the AMP development process.

City of Alexandria

Alexandria City Council
Mayor Justin M. Wilson
Vice Mayor Elizabeth B. Bennett-Parker
Councilman Canek Aguirre
Councilman John Taylor Chapman
Councilwoman Amy B. Jackson
Councilwoman Redella S. "Del" Pepper
Councilman Mohamed E. "Mo" Seifeldein

City Manager's Office
City Manager Mark Jinks
Deputy City Manager Emily Baker
Jaqueline Tucker, Race and Social Equity Officer

Department of General Services
Bill Eger

Department of Planning and Zoning
Karl Moritz
Jeff Farner
Carrie Beach
Jose C. Ayala
Margaret Curran

Department of Recreation, Parks and Cultural Activities
Jack Browand
Dana Wedeles

Department of Transportation and Environmental Services
Yon Lambert
Hillary Orr
Christopher Ziemann
Jennifer Slesinger, AMP Project Manager
William Skrabak
Bob Garbacz
Katye North
Alex Block
Christine Mayeur
Alex Carroll
Thomas Hamed
Christie Holland
Renee Moore
Megan Oleynik
Mark Schnauffer
Ellen Eggerton
Elizabeth Jones
Camila Olivares
Steve Sindiong
Lalit Sharma
Brian Dofflemyer

Office of Performance Analytics
Greg Useem
Matthew Williams

Alexandria Transit Company (DASH)
Martin Barna
Josh Baker

Department of Community and Human Services
Kate Garvey
Sadina Vanison

Office of Communications and Public Information
Justin Thompson

Department of Information Technology Services
Vanette Pledger
Patrick Eze
Steven Chozick
James Bryant

Alexandria Fire Department
Michael Cross

Alexandria Police Department
Mike May

Alexandria Mobility Plan Advisory Committee

Transportation Commission:
Alyia Gaskins
Jeffrey Bennett, West of Quaker
William Chambers, DASH Board
John Goebel, Planning Commission
Oscar Gonzalez, East of Quaker
Casey Kane, Traffic and Parking Board
Bruce Marsh, East of Quaker
Melissa McMahon, Planning Commission
William Pugh, Environmental Policy Commission
Councilman Canek Aguirre
Councilman John Taylor Chapman

Other:
Debby Critchley, West End Business Association
Maria Ciarrocchi, Alexandria Chamber of Commerce
Bill Rossello, Federation of Civic Associations
Jeffrey Poole, Alexandria Commission of Persons with Disabilities

Community Champions

Alexandria Chamber of Commerce
Alexandria City Public Schools
Alexandria Economic Development Partnership
Alexandria Housing Development Corporation
Alexandria Redevelopment and Housing Authority
Alive!
Bicycle and Pedestrian Advisory Committee
Carpenter Shelter
Casa Chirilagua
Commission on Aging - Transportation Committee
Commission on Persons with Disabilities
Community Lodgings
Del Ray Business Association
Eisenhower Partnership
Ethiopian Business Association
Federation of Civic Associations
Homes for America (Brent Place)
Hopkins House
Tenants and Workers United
Volunteer Alexandria
West End Business Association
West End Coalition
YMCA

Consultant Team

Kimley-Horn
Toole Design Group
NeoNiche Strategies
Adam Cohen
Susan Shaheen

Contents

Overview

Transit
The Transit chapter focuses on making transit more customer-friendly, reliable, and efficient to better serve existing customers and attract new ones.

Smart Mobility
The Smart Mobility chapter focuses on how the City can incorporate technology into the transportation network to better manage traffic.

Streets
The Streets chapter seeks to identify ways to make City streets function better for all users, with the goal of making the street network more efficient and safer.

Pedestrian and Bicycle
The Pedestrian and Bicycle chapter reflects the integration of the Pedestrian and Bicycle Chapter update in 2016 into the format of the AMP, while continuing to track progress since 2016 and highlighting the remaining priorities.

Supporting Travel Options
The Supporting Travel Options chapter focuses on how the City can support alternatives to driving alone through information, incentives, partnerships, and policies.

Curb Space and Parking
The Curb Space and Parking chapter focuses on how the City can use parking to help achieve its goals and manage competing demands for limited curb space.

Moving Forward

Appendix I: Implementation
Appendix II: Monitoring, Reporting, and Key Performance Indicators
Appendix III-A: Civic Engagement Process Summary
Appendix III-B: Civic Engagement Findings Summary

Credit: Hover Solutions for Visit Alexandria

We are excited to share the draft Alexandria Mobility Plan (AMP) with you. As a growing city with a constrained street network, we face difficult challenges when it comes to how we move. The AMP puts Alexandria in a strong position to address our transportation challenges now and into the future by focusing on choice and giving you more and better choices for getting you where you want to go. An intentional effort for consistency between the visions of related plans, such as the City Strategic Plan, City Master Plan, and Environmental Action Plan, ensures we are meaningfully working toward citywide goals to support overall livability, equity, quality of life, and mobility for the community.

This plan was developed during the 2020 COVID-19 pandemic, which dramatically changed travel patterns and the way we live our lives. The AMP recognizes that there will always be unknowns and that the City must seek to understand potential scenarios and plan for flexibility, adaptation, and resilience.

Yon Lambert, AICP
Director, Department of Transportation and Environmental Services

The process to update and modernize the 2008 Transportation Master Plan led to thousands of interactions with Alexandrians from all backgrounds and neighborhoods, informing and educating us on community experiences, needs, and aspirations for the future of mobility. Overwhelmingly, we heard from you about the need to manage congestion and cut-through traffic, improve public transit, and make streets safe for all users. The AMP includes policies and strategies to mitigate the effects of regional traffic on our streets, make transit more convenient and accessible, consider all types of travelers from all parts of the community when designing our services and our streets—all in a way that promotes access and equity, getting you where you need to go safely and efficiently no matter which mode of transportation you use.

The release of the draft AMP does not mark the end of our collaboration. The advancement of the AMP, its policies, and its strategies in the years to come will require continued partnership with the community. With a shared vision and direction, we will work to meet our needs together with strategic decisions that will affect mobility in the city over the next decade.

Melissa McMahon
Chair, Transportation Commission

Setting the Stage

The Alexandria Mobility Plan (AMP) is a strategic update to the City's 2008 Transportation Master Plan. By using the term "mobility," this update emphasizes the importance of providing useful options to allow people to have the freedom to choose how to get around. The AMP is not a list of specific projects such as the Capital Improvement Plan or mode-specific plans[1]; instead, it lays out the policies and strategies that will guide transportation decisions for the next 10 years in pursuit of enhanced quality of life, sustainability, and equity, centered around the concept of choice.

Mobility vs. Transportation

On its most basic level, **transportation** is the simple act of moving people or goods from one location to another. Streets, sidewalks, buses, and trains are examples of infrastructure and options that help facilitate transportation, the existence of which alone does not equal mobility.

Mobility is about freedom of movement and having access to many transportation options that work for you, as well as the quality of those options to give you the ability to get you where you need to go. To have mobility is to be able to safely and affordably get to the resources that enable a fulfilling and healthy life—jobs, school, grocery store, doctors' office, pharmacy, daycare, community centers, parks, and more.

1. https://www.alexandriava.gov/TransportationPlanning.

Accomplishments Since 2008

The City has made great strides in realizing the vision of the 2008 Transportation Master Plan in the years since its adoption.[2]

2008 Transportation Master Plan Actions and Strategies	Complete	Ongoing	Started
Transit Concept Plan			
T1. Public outreach to educate and determine where the greatest support lies for implementation	✓		
T2. Coordination with adjacent jurisdictions to ensure integration with existing transit services and future regional connections		✓	
T3. Prioritize transit corridors for investment	✓		
T4. Develop corridor-specific plans for dedicated transit lanes, ensuring new developments do not preclude dedicated transit lanes	✓		
T5. Identify locations for smart stations that will serve both the new system and existing transportation modes	✓		
T6. Ensure that development and redevelopment does not preclude efforts to expand public transit infrastructure		✓	
T7. Identify specific transit mode technology and newest techniques best suited for transit corridors and for the system as a whole	✓		
T8. Integrate existing DASH bus service with new transit system elements for DASH to serve as a high-frequency feeder system		✓	
T9. Incorporate traffic signal priority, traffic circulation changes, pedestrian and other on-street enhancements		✓	
T10. Create TMPs, Transit Overlay Zoning Districts, Parking Management Zones, etc. to coordinate efforts to support the system	✓		
T11. Investigate potential funding available through existing, new, and innovative revenue sources		✓	
T12. Develop extensive public outreach and marketing campaign to energize the citizenry around Alexandria's transportation future	✓		
T13. Coordinate with pertinent Boards and Commissions to ensure that the special transportation needs of all citizens are considered	✓		
Streets Actions and Strategies			
S1. Ensure that streets safely accommodate all users		✓	
S2. Formally develop and adopt a "Complete Streets" Policy	✓		
S3. Develop new and enhance existing education programs to market and educate the public on travel demand management (TDM) strategies		✓	
S4. Improve mobility through development of a comprehensive policy for incorporating technology into transportation infrastructure		✓	
S5. Improve safety at signalized intersections		✓	
S6. Focus on improvements to natural and human environment, preservation of historic resources, and creation of enjoyable public street spaces		✓	
S7. Develop a comprehensive design manual for City streetspace	✓		
S8. Explore opportunities to enhance the use of HOV lanes for periods of peak travel demand			✓
Parking Actions and Strategies			
P1. Complete a comprehensive study of City parking supply, demand, and parking policies	✓		
P2. Develop and implement guidelines and requirements for transit-oriented development (TOD) including max parking ratios, unbundled parking, and parking cash-out programs		✓	
P3. Ensure parking availability within the City's commercial, residential, and tourist districts through the development of a curb space management program		✓	
P4. Implement policies to discourage the development of surface parking lots	✓		
P5. Increase the use of information technology to provide real-time parking location and availability information		✓	
P6. Educate the property development and management community about unbundling parking from building leases		✓	
P7. Seek parking and transit solutions to minimize, if not eliminate, tour bus traffic in the residential areas of Old Town Alexandria	✓		

2. The 2008 Transportation Master Plan's Pedestrian and Bicycle Concept Plans have been superseded by the City's Pedestrian and Bicycle Chapter update in 2016 to reflect changes that have occurred since 2008, including the Complete Streets policy, Capital Bikeshare program, and on-street bicycle facilities. The most recent biennial progress reports of project implementation can be found here.

1. *The Route 1 Metroway between Alexandria and Arlington opened in 2014 and provides bus rapid transit (BRT)-style service with bus-only lanes along much of its route.*
2. *Alexandria's Complete Streets Policy was adopted in 2011, and along with subsequent design guidelines and Vision Zero efforts, helps guide street improvements that enhance safety for all users.*
3. *Construction on the new Potomac Yard Metrorail Station between National Airport and Braddock Road on the Blue and Yellow lines began in 2019.*

Shaping the Plan: Trends in Mobility

Several major forces are shaping how Alexandria is planning for its mobility needs now and into the next decade.

- Among the AMP's core components is a recognition that not everyone who needs to travel in Alexandria has the same means, ability, or schedule
- Population and employment growth both locally and across the region require that the City manage demand on local streets and provide a range of options for getting around to keep Alexandria a desirable place to live, work, and visit
- Goals, targets, and actions of the Environmental Action Plan require that the City seek to minimize the carbon footprint of the transportation sector in light of the Climate Emergency declared by City Council
- Emerging technology related to monitoring traffic, new ways to get around, and data sharing provides new opportunities for addressing our mobility needs

The COVID-19 pandemic, which was a prominent influence during the bulk of the AMP planning process, is likely to have many long-term impacts to transportation and mobility, such as **increased rates of telework** and **more trips that occur outside of the traditional morning and evening rush hour**. Despite this, it will continue to be important for cities to provide a wide range of mobility options, especially to **ensure equity for their essential workers** who do not have the luxury of telework and more often rely on public transit and other non-motorized modes of transportation. By focusing more on all-day trip-making, this plan is preparing the City for a likely "new normal" with less drastic differences between peak and off-peak travel.

Planning for All

Alexandria is a diverse community with diverse needs

It is important that the City meet the needs of the Alexandria community, with intentional and focused attention to historically under-resourced communities to overcome existing disparities and achieve transportation equity. Of Alexandria's citywide population:

16% of households have limited English proficiency

9% of households have no vehicle available

11% are aged 65 or older

7% identify as having a disability

33% are persons of color

10% are below the poverty line

Source: 2019 American Community Survey 5-Year Estimates, U.S. Census Bureau

Much of the transit network in the region—one of the major methods of combating traffic congestion—is centered around serving the commuting needs of 9-to-5 workers bound for the District of Columbia. Alexandria, however, has a significant population of workers with nontraditional work schedules who commute outside of the typical "rush hour." Alexandria also has a sizeable population that does not have access to a car for work or nonwork trips that occur off-peak, when public transit is running less frequently or not at all.

A Growing Region

Alexandria plans for growth in transit-rich locations

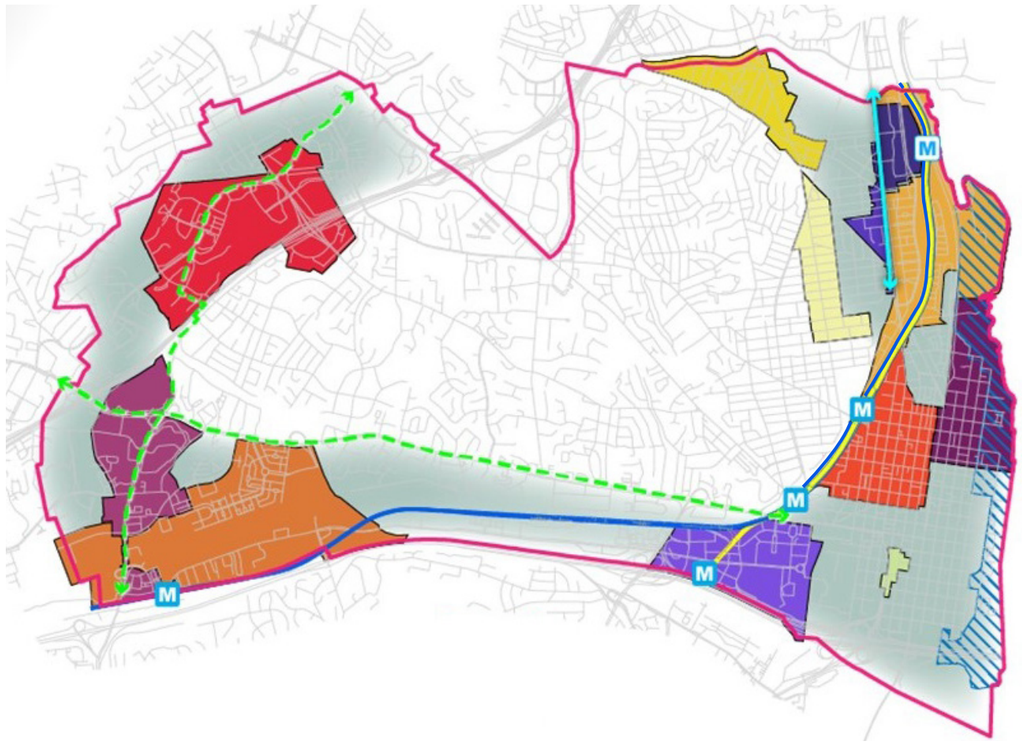
In Alexandria and the region, residential population growth has been about 1.5% per year since 2010. This growth rate is expected to continue through 2030.

Employment in Alexandria is forecasted to increase 1% per year through 2030.

The City routinely updates its Small Area Plans for specific neighborhoods that are anticipating growth and redevelopment. These community-driven plans outline neighborhood visions and provide guidance on levels and types of development. These planning efforts result in a concentration of diverse land uses and development density that will have access to existing and planned high-capacity transit hubs and corridors such as Metrorail stations and bus rapid transit (BRT) lines. This will minimize the impact of new development on the street network, create opportunities for people to move using different travel choices, and improve connections for both drivers and non-drivers.

Major employers are choosing Alexandria for their growth and expansion, most notably in Potomac Yard and Oakville Triangle, near both the Route 1 Metroway corridor and the Potomac Yard Metrorail station, and at the former Landmark Mall site near both the Van Dorn Metrorail station and the planned West End Transitway corridor.

Small Area Plans and Planned Development



Existing Metroway

Proposed BRT Lines

Metrorail Line

M Existing Metrorail Station

M Future Metrorail Station

Color-Shaded Areas Indicate Locations of Small Area Plans or Planned Development

Transportation and the Environment

Transportation is the second-largest source of greenhouse gas (GHG) emissions in the region, most notably due to the use of private automobiles[3]

Transitioning to an electric vehicle fleet is a major way to reduce the environmental impact of the transportation sector, particularly as the electric energy sector transitions to renewable energy. However, electric vehicles still present many of the adverse effects and risks of traditional vehicles, such as the need for costly, space-intensive, and environmentally unfriendly parking structures, traffic congestion, crashes, non-tailpipe pollution, high personal or household financial costs, and inequitable access.

42% of regional GHG emissions are from transportation and 60% of those are from passenger cars and trucks

0.5% of cars in Alexandria are electric

Alexandria residents are adopting electric vehicles at a faster rate than the national average — 5% versus 2% nationally[4]

The City is updating its **Energy and Climate Change Action Plan** during 2021-2022, which is anticipated to identify further action needed to reduce the climate impacts of transportation in the city to achieve adopted GHG mitigation targets.

3. City of Alexandria Community-Wide Greenhouse Gas Inventory https://www.alexandriava.gov/uploadedFiles/tes/eco-city/Alexandria%202018GHG%20Factsheet_FINALene%20(1).pdf.
4. Electric Vehicle Charging Infrastructure Readiness Strategy, 2021 - https://www.alexandriava.gov/uploadedFiles/tes/eco-city/info/Alexandria_EVRS_FINAL.pdf.

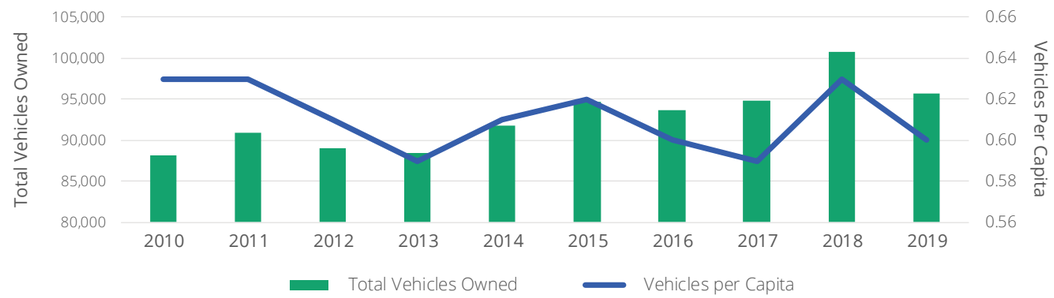
The City and DASH are working to electrify their fleets and expand adoption of electric vehicles through a variety of measures identified in the Environmental Action Plan and the Electric Vehicle Charging Infrastructure Readiness Strategy.[5] This plan supports those efforts by promoting enabling infrastructure, but focuses attention on improving mobility choices and safety.

The number of cars in Alexandria is growing, but at a rate that is proportional to population growth

While vehicle ownership is increasing in the city, it is on pace with overall population growth, with vehicles per capita holding steady in the past decade (0.60 cars per capita in 2019).

The percentage of zero-vehicle households has remained relatively steady since 2010 at between 9 and 10% of all households.

Estimate of Total Vehicles Owned and Total Vehicles per Capita in Alexandria



U.S. Census Bureau, American Community Survey 1-Year Estimates (2019)

With more new **development near high-quality transit** and **improved mobility choices**, more people may feel comfortable moving to Alexandria **without a car or with fewer cars per household**.

5. Electric Vehicle Charging Infrastructure Readiness Strategy, 2021 - https://www.alexandriava.gov/uploadedFiles/tes/eco-city/info/Alexandria_EVRS_FINAL.pdf.

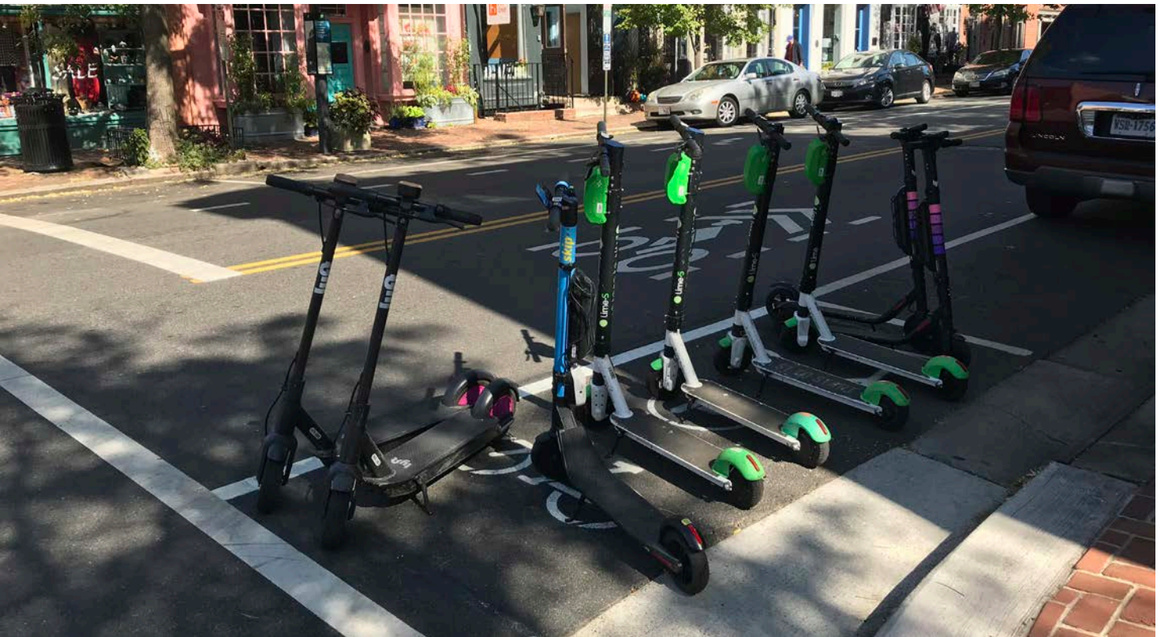
Technology Adoption

Advancements in technology are contributing to converging trends in mobility innovation and disruption

In the past decade, adoption of new technologies has led to significant changes in the ways people travel, navigate, and make choices. The result of these trends is an increasing demand for real-time information and on-demand services, prompting the growth of transportation network companies (TNCs) like Uber and Lyft, map-based and navigation mobile applications like Waze, and micromobility services liked shared bicycles and scooters. Technology also has enabled our transportation infrastructure to be more connected, responsive, and automated with such innovations as adaptive signal technology that reacts to real-time traffic conditions. Future technology, such as connected and autonomous vehicles, will require the City to prepare, respond, and manage impacts to traffic safety, roadway capacity, and general mobility.

Between 2011 and 2019, the percentage of adults in the U.S. who own a smartphone increased from 35 percent to 81 percent, with 96 percent of Americans owning a cell phone of any kind.[6]

6. Pew Research Center, Mobile Phone Ownership Over Time, https://www.pewresearch.org/internet/fact-sheet/mobile/#:~:text=The%20share%20of%20Americans%20that,smartphone%20ownership%20conducted%20in%202011.



Related Plans and Policies

The AMP does not exist in a vacuum. Many City plans, programs, and initiatives that included robust engagement efforts contain transportation-related policies and goals that have been and will continue to be kept at the forefront of AMP implementation and citywide transportation planning, with AMP guiding principles at the core. The policies and strategies developed for this plan have been designed to support and advance these related policies and goals to achieve a cohesive citywide vision for the future.

Note: The plans shown in this example diagram are not an exhaustive list.

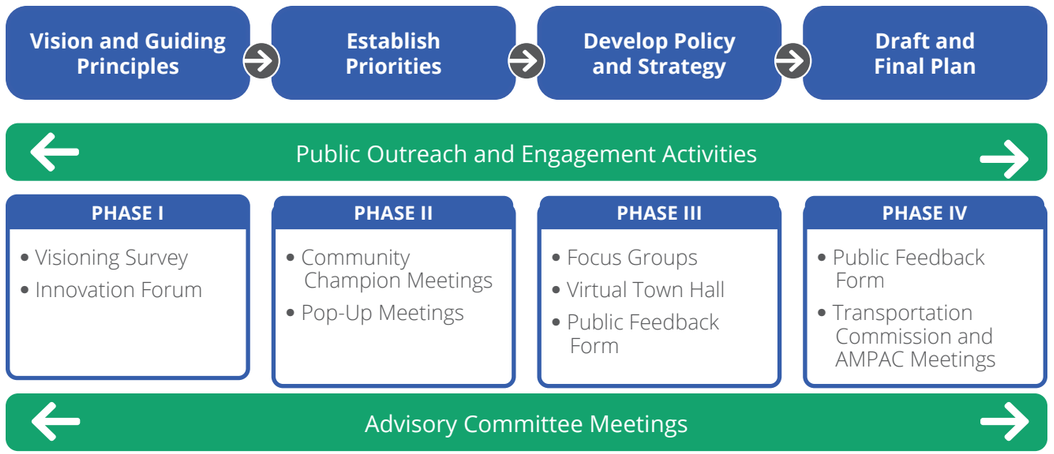
Related AMP Chapters

	Transit	Smart Mobility	Streets	Pedestrian and Bicycle	Supporting Travel Options	Curb Space and Parking
City Strategic Plan	✓	✓	✓	✓	✓	✓
ALL Alexandria Resolution	✓	✓	✓	✓	✓	✓
Environmental Action Plan	✓	✓	✓	✓	✓	✓
Alexandria Master Plan and Small Area Plans	✓	✓	✓	✓	✓	✓
Transit Vision Plan	✓					
Complete Streets Policy and Design Guidelines	✓		✓	✓		✓
Smart Mobility Framework Plan	✓	✓	✓			✓
Vision Zero Action Plan	✓	✓	✓	✓		
Housing Master Plan	✓				✓	
Age-Friendly Plan for a Livable Community	✓		✓	✓	✓	✓

The Plan-Making Process

The AMP process began in mid-2019 and occurred over four main phases. Together, this process and the input of the community informed the development of the AMP.

- **Phase I:** Community visioning process to identify desired outcomes and help shape the guiding principles that serve as the foundation for the AMP.
- **Phase II:** Public outreach and engagement activities to get input on what Alexandrians value and want to prioritize in how they travel.
- **Phase III:** Targeted outreach and engagement to develop community-generated ideas for solutions that could achieve the goals of the AMP. Ideas were further refined through community feedback to become policies and strategies.
- **Phase IV:** Community review of the draft plan before finalization and formal adoption.



In addition to overall public engagement activities, the Alexandria Mobility Plan Advisory Committee (AMPAC) provided continuous input to City staff throughout the entirety of the AMP process. AMPAC membership included representation from the Transportation Commission as well as other citywide organizations.

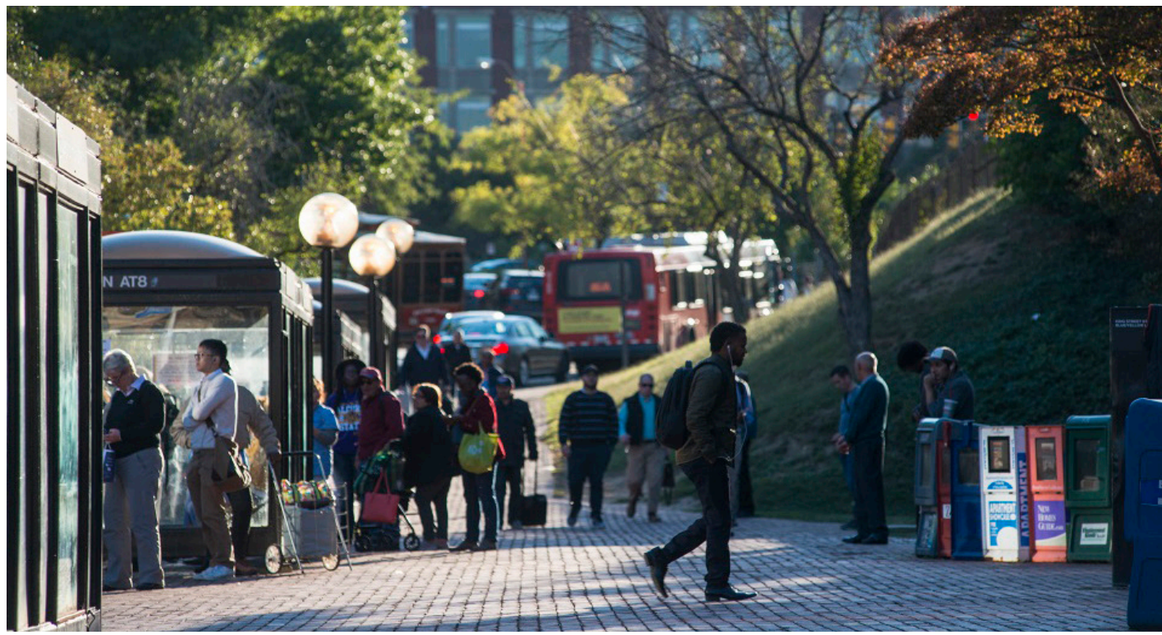
Sentiments heard and lessons learned during the engagement process are included throughout the plan document, and a detailed engagement summary can be found in **Appendix III – Civic Engagement Summary**.

How This Plan Will Be Used

The AMP will be used in a variety of ways to achieve its vision and guiding principles. First and foremost, this plan will serve as a workplan for the City to guide decision-making as it relates to transportation planning and design. With its strong ties to related City plans, targets, and policies, this plan also will help foster productive interdepartmental coordination across City agencies as strategies are advanced.

Having a strong planning document also makes Alexandria more competitive for a variety of grants and other funding sources and enables the City to advocate for legislative action at the Commonwealth government level. The purpose of the AMP is not to list all transportation projects for the next 10 years, but to establish policies and guidance that City staff will use to prioritize projects for grant applications. A well-thought-out plan and strong linkages to established guiding principles, policies, and strategies increases the City's competitiveness in these funding and legislative policy pursuits, which will be critical to advance transportation planning, policies, and strategies.

In keeping with the overarching policy of adaptability and flexibility, it is important to note that the strategies within this plan are not exhaustive. As new initiatives develop, they will be considered compatible with the AMP as long as they are consistent with AMP policies and help to achieve its targets and guiding principles.



Plan Elements

This plan is made up of several key elements that build upon each other.

Plan Level

Vision
What we want for Alexandria

Guiding Principles
Broad outcomes that we hope to achieve

Key Performance Indicators
Specific measures of our guiding principles

Overarching Policies
Methods to guide decision-making

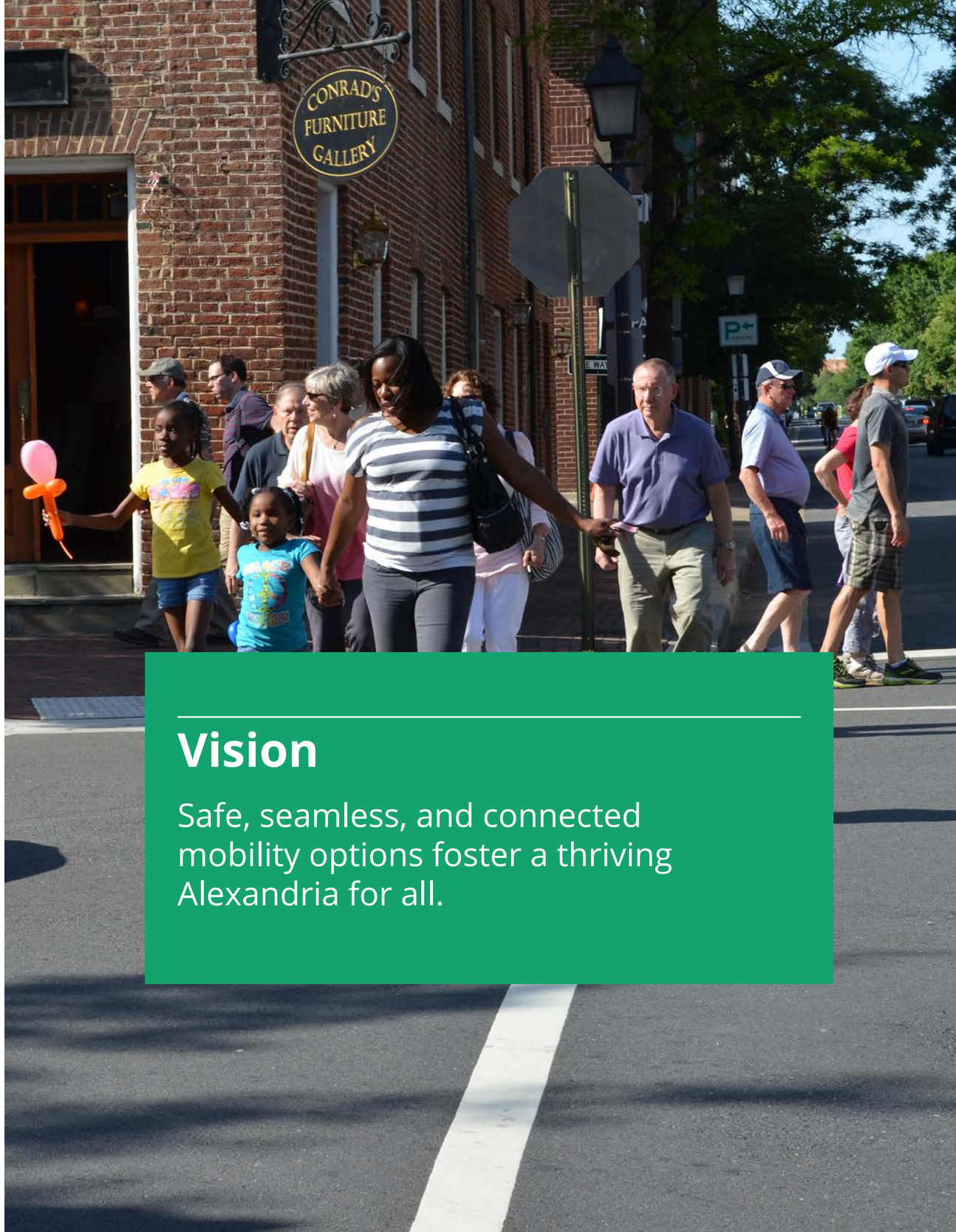
Chapter Specific

Policies
Method to guide decision-making

Strategies
Specific and achievable initiative and/or project

Actions
Trackable step toward implementing a strategy

Metrics
Specific measures of our strategies



Vision

Safe, seamless, and connected mobility options foster a thriving Alexandria for all.

Guiding Principles and Measuring Progress

The City will track key performance indicators (KPIs) for each guiding principle through the life of this plan to understand how Alexandria as a whole is faring with regards to the specific outcomes that this plan seeks to achieve. To holistically track outcomes that address the equitable guiding principle, all KPIs are given an "equity lens" to measure progress in a way that is consistent with the City's ALL Alexandria resolution and ensures equitable outcomes for all Alexandrians, especially neighborhoods and populations that have been historically underserved.

More detail on how the City plans to measure progress toward these principles, as well as chapter-specific metrics, can be found in **Appendix II – Monitoring, Reporting, and Key Performance Indicators**.

Accessible

Alexandria will work to make its transportation network easily accessible for users of all ages and abilities.

- **Key Performance Indicator:** Percent of residents in close proximity to alternatives to driving.
- **Equity Lens:** Percent of residents (low income, people of color, seniors, and persons with disabilities) in close proximity to alternatives to driving.

Connected

Alexandria's transportation system will take you where you want to go seamlessly by leveraging technology and integrating transportation and land use.

- **Key Performance Indicator:** Percent of destinations that are connected to alternatives to driving.
- **Equity Lens:** Percent of low-wage jobs, Title 1 schools, and public health clinics that are connected to alternatives to driving.

Convenient

Alexandria will provide a transportation system with high-quality mobility options that are reliable, frequent, proximate, and comfortable.

- **Key Performance Indicator:** Percent of residents who say it is easy to get around.
- **Equity Lens:** Percent of residents (low income, people of color, seniors) who say it's easy to get around.

Equitable

Alexandria acknowledges that there are disparities in neighborhoods and populations in the city that have been historically underserved. Alexandria will be targeted, inclusive, and intentional in addressing gaps in mobility options available, their quality, and safety.

- **Key Performance Indicator:** All guiding principles will be measured for the city both as a whole and with an equity lens that examines how specific communities of greater need are faring with regards to the specific outcomes that this plan seeks to achieve.

Safe

Alexandria will eliminate all traffic deaths and serious injuries by 2028.

- **Key Performance Indicator:** Number of crashes, fatalities, and serious injuries.
- **Equity Lens:** Number of crashes, fatalities, and serious injuries within Equity Emphasis Areas.

Sustainable

Alexandria will prioritize low-carbon mobility options and reduce automobile dependency.

- **Key Performance Indicator:** Vehicle miles traveled and percent of commuters using alternative transportation options.
- **Equity Lens:** Percent of residents (low income, people of color, seniors, and persons with disabilities) in close proximity to alternatives to driving.

Why measure "Proximity to Alternatives to Driving?"

Driving is currently the most used mode of travel in Alexandria because it is often the only reasonable option available. A priority of the AMP is to give people choices. Every home has access to a street, but there are still many Alexandrians without nearby sidewalks, bike lanes and trails, or frequent transit, meaning they do not have the convenient choice to walk, bike, or take transit. Having choices benefits everyone, from cleaner air, healthier lifestyles, and less congestion. Having choices means that when gas prices rise or if there is a transit shutdown, people can still get around safely and conveniently.

Overarching Policies

This plan includes the following overarching policies that will help guide the City's decision-making and implementation efforts across all chapters as it works to advance the vision, guiding principles, and strategies. While the guiding principles are about the outcomes this plan seeks to achieve, these overarching policies speak to core methods for achieving these outcomes.

Apply An Equity Focus To All City Actions

Transportation has historically worked to worsen inequality by physically dividing neighborhoods and through disinvestment in low-income and minority communities. To ensure that transportation decisions in Alexandria not only prevent repeating past mistakes, but are used as a tool to lessen inequality, the City will apply an early and ongoing equity focus to all aspects of City projects, initiatives, programs, and services from conception through implementation. The City will use a framework that ensures policy decisions advance racial and social equity for all Alexandria residents.

Make Our Transportation Network Flexible And Adaptable

The City of Alexandria will strive to accommodate unforeseen external disruptions to our city (such as extreme weather events due to climate change, pandemics, and technological advancements) by building flexibility and resiliency into decision-making. The City will consider such uncertainties at the start of all its projects and identify ways to build in flexibility and adaptability through pilot projects, flexible contract mechanisms, and by prioritizing investments that make sense in a broad array of potential future circumstances.

Be Proactive And Data-Driven

The City of Alexandria will be proactive and data-driven in decision-making and when implementing projects and initiatives that advance plans and policies. While community requests and input are an important supplement for decision-making and implementation, time and resources are best—and most equitably—used for proactive decision-making based on data. It also will be important for the City to build and expand its resources and capabilities to process new data sources as they become available into the future.

Develop Partnerships That Advance Shared Goals

The City will develop partnerships with public and private organizations to extend the capabilities of staff and programs to advance shared goals in service of the community. Partnerships of this nature could be formed with regional bodies or neighboring jurisdictions, for example, to foster collaborative data sharing and technology advancement that will improve travel safety, reliability, and mobility for Alexandrians while giving the public more useful tools to make informed travel choices.